


MEMOS. FOR TO-MORROW

ON MONDAY NEXT, March 3rd, and FOLLOWING DAYS, we will make a Special Show of PRINTS and ZEPHYRES, also BENGALINES and PONGEE WASHING SILKS, in all the Latest Patterns.

A Splendid Assortment of LADIES' BOOTS and SHOES just to hand, also UMBRELLAS, TRIMMED and UNTRIMMED MILLINERY, &c., &c.

HONGKONG TRADING COMPANY, LD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)


BY APPOINTMENT,
**A. S. WATSON & COM-
PANY, LIMITED.**
—
ESTABLISHED A.D. 1841.
—
**MANUFACTURERS OF
AERATED WATERS.**
—

strong reason to suspect them guilty. But it requires much stronger proof to establish a criminal charge of perjury than was necessary for the Judge in deciding the civil suit. Even if we had a public prosecutor here, we doubt if he would chance a verdict, however convinced he might be of the moral guilt of the parties. But although the parties escape, the judgment of his Lordship will not be without good effect if it proves, in a Colony where false evidence is so common and so cheap, that it is very difficult to concoct a chain of lies of which all the links are faultlessly joined together.

wished to see Mr Brandt personally on the matter. Supposing the broker's memory to be more reliable than the plaintiff's, there was nothing in this discrepancy to show that the plaintiff did not make his statement in perfect good faith. Mr Brandt knew before the 28th that Wong Lai Shing was in difficulties, because he had a writ of execution against him which had not been satisfied and it was material to the issue whether the knowledge of the difficulties was obtained from the broker or otherwise. Mr Fulkers, who was not a witness that could be said to be favourably disposed to Mr Brandt, further stated that he heard nothing from Mr Wong Lai Shing of another purchaser, and was certainly of opinion that on the 31st October he saw Mr Brandt in the commodore's office, although he was not absolutely certain of the date.

sidents themselves. The great defect of the drainage at the Peak is the want of an adequate supply of water. As long, he says, as water has to be drawn from wells, and carried by hand, servants will use as little of it as possible and use it over and over again, the result being that the flow in reduced in volume and is unduly concentrated. The great cure is of course a proper water supply. This Mr Chadwick is to procure for the district in what seems a very economical and ingenious manner. The Pocktum water not required for the supply of the lower levels, after the Tytam supply has been distributed, will considerably exceed the amount required by the

residents at the Peak on the basis of the most liberal allowance. The force of the surplus water Mr Chadwick proposes to utilise for the purpose of pumping up to the Peak the quantity of Fokfulam water required there. The pumping station is to be on the Bunham Road above the Mortuary and close to the spot where it is proposed to erect the new gaol. The cost of raising the water to the required level by this system will be small. Mr Chadwick estimates the proportion to the Peak residents for the entire plant as only \$16,000, and as the system is supposed to be self-acting, the steam-engine serving only as a stand-by, the cost of maintenance will be insignificant. There is no likelihood therefore of there being any difficulty between the authorities and the Peak

residents about this water rate, which, we suppose, will now be made the same on the upper as on the lower levels.

With an abundant supply of water the drains will be self-cleansing. But, until such time as the water reaches the Peak, which probably will not be before the beginning of next year, the residents, Mr Chadwick allows, can do much to improve the existing state of matters, and we hope this part of his report has been carefully studied by those interested. The authorities have done part of their duty by removing the ventilating openings—which were very objectionable—in the middle of the pathway directly under the noses of passengers, to point away from the road where any escape from them will be harmless. Mr Chadwick's plan for concentrating the sewage of the hill districts to two outfalls, one in the Aberdeen valley where it is to irrigate a garden, and the other leading down into the city system of drainage, seems the most practical one yet suggested, but this of course is a matter which it requires professional knowledge to rightly appreciate. We are, thanks mainly to Mr Chadwick, approaching the solution of the most of our drainage difficulties, and we are confident that before he leaves, Hoong-koong will be put in a sanitary condition behind that of no city within the tropics.

so fainted and so suspicious that his Lordship could not do other than accept the second of the two alternatives we have mentioned—that there was a wicked conspiracy

in a position to hold these shares and to deliver them on the 31st October.' The plaintiff was dealing largely in 'China Sugars' at the time in question. Mr Toogood, one of the brokers he employed, stated in a recent case that from the 15th January to the 31st Oct. Mr Brandt had dealings with him to the extent of \$353,000 of which \$55,000 was cash and w

have the evidence of Mr Fukeora that 35 shares he had to get from the plaintiff he obtained by an order on Mr Toka China Sugara on the 31st October was a drug on the market, and to prove that

any man in the position Mr Brandt was then in would be so utterly foolish as to refuse to tender shares on which he could obtain a profit of \$2,225, and to prefer to sue an impecunious company.

would require more than the evidence of men like Solomon and Ramjah, even if it were far more consistent than that given by them last week in the witness box. If it

a great pity that the concoctors of such a conspiracy should escape without punishment for the perjury of which there is no

| <i>Destination.</i> | <i>Vessels.</i> | <i>Agents.</i> | <i>Date of Leaving.</i> |
|------------------------|--------------------------|------------------------|-------------------------|
| Bremen & Ports of Call | Sachsen (a)..... | Norddeutscher Lloyd | March 16, at 10 a.m. |
| Havre, L'don & H'burg | Garmouthenshire (a)..... | Adamson, Bell & Co. | About March 18. |
| Kobe & Yokohama. | Rendele (a)..... | Adamson, Bell & Co. | About March 19. |
| London & Ports of Call | Messiah (a)..... | P. & O. S. N. Co. | March 12, at noon. |
| London, y. Suez Canal | Vlimera (a)..... | Butterfield & Swire. | March 13. |
| Louisa. | Nlanchow (a)..... | Arnhold, Karberg & Co. | About March 30. |
| Marigalles, y. Saigon. | Orux (a)..... | Messageries Maritimes | March 19, at noon. |
| N'aski, Kobe & Y'hanna | Cardiganhire (a)..... | Adamson, Bell & Co. | March 18. |
| New York. | Merionethshire (a)..... | Adamson, Bell & Co. | About March 14. |
| Port Darwin, &c. | Chingtu (a)..... | Butterfield & Swire. | March 30, daylight. |
| Shang, S'paya, &c. | Almona (a)..... | Jardine, Matheson & Co | About March 17. |

| | | | |
|----------------------------|----------------------------|--------------------------|---------------------|
| S. Francisco, v. Japan | City of Rio de Janeiro (a) | Pacific Mail S. Co. | March 25, at night. |
| Shanghai, via Amoy | Stentor (c) | Butterfield & Swire. | March 12, daylight. |
| Shanghai, via Amoy | Sardapan (a) | Butterfield & Swire. | March 16. |
| Shanghai, Kobe & Amoy | Moyras (a) | Adamson, Bell & Co. | About March 17. |
| Strait and Bombay | Lombardy (a) | P. & O. S. N. Co. | March 13, daylight. |
| Singapore, S'poreh & B. N. | Piaz Chou Kiao (c) | Yuen Fat Kien & Co. | March 13, at noon. |
| Sydney & Melbourne | Tartar (a) | Gibb, Livingston & Co. | About March 23. |
| Tonkin | Yikang (a) | Jardine, Matheson & Co. | March 14. |
| Trieste, &c. | Medusa (a) | D. Sassoon, Shanks & Co. | March 19, at noon. |
| Vancouver, B.C. &c. | Batavia (a) | Adamson, Bell & Co. | April 3, at night. |
| Yokohama, v. Nippon | Yorona (a) | P. & O. S. N. Co. | March 14, daylight. |

Pe-day's Advertisements.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

IMPORT CARGOES.

Per S. S. *Aranton* *Apar*, sailed 23rd February:—From Calcutta, Patung and Singapore to Hongkong, 738 chests Opium Patm, 163 chests Opium Bonares 1,072 bales Cotton, 728 bales Yarn.

The Southern
 Captain GREEN, will be
 despatched as above on
 or about the 17th Instant.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
 Agents,
 Hongkong, March 11, 1890. 446

DAI BROS. OF CHINA,
 LIMITED,
 CHEMISTS.

COOK'S

NEW ANTISEPTIC SOAP
(THOMSON'S PATENT).

Possesses far more powerful germicidal properties than Carbolic Soap.

IT has been tested in a Physiological Laboratory as a germ destroyer, and proved to be more efficient than any other experimented with.—See 'Journal of the Society of Chemical Industry,' 1888, No. 3.

Should be used by surgeons, nurses and all who tend sick persons in infectious diseases.

For use in skin affections of the inflamed,

tochy or scalp-types it is unsurpassed. Its action in destroying parasitic growths is speedy and certain, and it has earned the high opinion of all the medical authorities who are specialists in skin diseases.

No. 27 & 24, QUEEN'S ROAD
CENTRAL
TELEPHONE No. 67. 440

SHIPPING.

ARRIVALS.
March 10, 1890.—
Swiss, British agent, A.F.O. Coast, 11-12

1,300 cases, 1,300 cases, 1,300 cases, 1,300 cases,
cat, 225 bales Feather, 152 pigs, 152 pigs,
63 pigs, Caneas, 56 pigs, Galangal, 17 cases.
Private offices. For London, 1,162 pigs, 1,162
Preservatives. 1,093 pigs, Craciore, 708 rolls
Matting, 400 cane and Cassia Buds, 300 cases
Soy. For Hamburg and Java Borden, 6,000
plus Canine.

Per S.S. *S. Lucette*, sailed 6th March—
For London, 95 bales Waste Silk, 152 roll
Matting, 37 cases M. O. P. Shell, 33 cases
China ware and 10 cases Corics.

POST OFFICE NOTICES.
MAILS will close:
For SAIGON.—
For Czeana, at 4.30 p.m., on Wednesday
the 12th inst.

NAGASAKI March 4. —
Chrysos, 3 p.m., Capt. Hunt.
 March 11. —
Kaifong, British steamer from Whampoa.
Preslo, German steamer, 656, J. Jessen,
 Bangkok March 2, Rice.—**STAMBUS & Co.**
Haifong, British steamer, 753, F. D.
 Goddard, Kowloon March 9, Coal.—**DON-
 OLIV STEAMSHIP CO.**
Langko, British steamer, 1159, Farquhar,
 Saigon March 7, Rice and Paddy. **GUTH,
 LIVINGSTON & Co.**
Maria, German str., 704, O. A. Hand-
 wald, Haiphong March 9, General.—**A. R.
 MARTY.**
 DEPARTURES.
FOR STRAITS' & BOMBAY. —
 Per *Lombardy*, at 5 p.m., on Wednes-
 day, the 12th inst., instead of as pro-
 viously notified.
FOR NAGASAKI, KOBE & YOKOHAMA.
 Per *Yamato*, at 5 p.m., on Thursday,
 the 13th inst.
MAILS BY THE BRITISH PACKET. —
 The British Contract Packet *Messiah*
 will be despatched on WEDNESDAY
 the 12th inst. with Mails for the
 East of India, Europe, and other
 countries beyond *via Brindisi* to the
 Straits Settlements, Netherlands India,
 Burma, Ceylon, Aden, Egypt, Malta,
 and Gibraltar.
 The usual hours will be observed in clearing

March 11 --

Namkang, for Amoy.
Fojay, for Pakhoi.
Sreathreen, for Saigon.
Tui Kee, for Saigon.
Dien-sue, for Amoy and Manila.
Fokien, for Swatow.

CLEARED.

Kaifong, for Swatow.
Fornamoy, for Saigon.
Stentor, for Amoy and Shanghai.

PASSENGERS.

ARRIVED.

Per *Hudson*, from Keelung, 1 Chinese.
Per *Mary*, from Hapborg, Mr. Recht,
and 33 Chinese.

DEPARTED.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *Oceanic* will
be despatched on THURSDAY, the
13th instant, with Mails for Japan,
Honolulu, San Francisco, the United
States, Canada, Peru, &c., which will
be closed as follows:

0.10 P.M.: Register cases.
0.30 P.M.: Post-Office class, but Corre-
pondence may be posted on board the
Packet with Late Fee of 10 cents extra
Postage until the time of departure.

**HOURS OF CLOSING THE
ENGLISH AND FRENCH MAILS**
When the Packets leave at Noon.

Per *Diamante*, for Amoy, 560 Chinese, and 3 children; for Moula, Mrs. Geo. Armstrong and child; Mr. S. D. Martin, and woman and child, 80 Chinese.
Per *Kokia*, for Swatow, 360 Chinese.
To DEPART.
Per *Katjoo*, for Swatow, 19 Chinese.
Per *Stentor*, for Amoy, 100 Chinese.

—

SHIPPING REPORTS.

The British steamer *Hailong* reports: Keelung to Hongkong, light N.E. to N.E. winds and slack, to Chapei Island; from there to port, moderate N.E. to E. winds and overcast. In Keelung, Chinese mut-of-war Chinyuen.

The British steamer *Englois* reports: Had strong N.E. wind and sea till passed Pootah; then light S.E. wind, and fine weather till arrival.

The following notices have been observed: closing the Electric Telegraph, &c. by the English and French Factories, when they leave at Noon. The Money Order Office will be closed at 5 the day before.
8.00 A.M.—Postings of Prices Current and Circulars cease.
(Prices Current and Circulars may, however, be posted up to 10 o'clock if they are tied in bundles, coming by country, with the addresses in one way).
10.00 A.M.—Registry closes.
10.30 P.M.—Closing of News papers.
Bucks, and Palfurze closes.
11.00 A.M.—Mail closes.
LAST LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

...and although Mr. Shing was in difficulties, because he had a writ of execution against him which had not been satisfied and it was material to the issue whether the knowledge of the difficulties was obtained from the broker or otherwise. Mr. Fulkerson, who was not a witness that could be said to be favourably disposed to Mr. Brandt, further stated that he had nothing from Mr. Wong Lei Shing another purchaser, and was certainly of opinion that on the 31st October he saw Mr. Brandt in the compendore's office, although he was not absolutely certain of the date.

Against this evidence there were the statements of about half a dozen witnesses who told a story diametrically at variance with the foregoing; and if the verdict had gone by the number of witnesses the defendant would have won the day. But he, and those who helped him to concoct the case, were unable to perceive that the testimony of ten thousand witnesses cannot prove that two straight lines will enclose a space, or establish the truth of a self-contradictory narrative. The defendant's story, which the all-too-ready witnesses, Samuel and Ramjohn tried to substantiate, was that the only cause as intermediary in the purchase of the

share, that the real purchaser was waiting in the office to take over the shares, that he (defendant) sent two bills—which were produced— to Mr Samuel, that the latter went to Mr Brandt and on asking for the shares was told to mind his own business and that the plaintiff never called at defendant's office with a letter. The alleged receipt of the shares was produced, and Samuel and Ramjethi swore that Brandt was asked for the shares. Now this story, a man though avowed to be by several witnesses, is so improbable on the face of it that the Lordship refused to believe it. In the first place the sudden appearance of a new purchaser, of whom nothing was mentioned on the 28th October, seems strange. That Mr Brandt, in order to make the story of the defendants true, should

have concocted the prose copy of the letter that he produced—a very difficult thing to do—and a fraud which might easily be detected. No attempt was made by prose or even by hint at such a fraud, except by implication. It is highly improbable, likewise, that if he knew there was a man waiting to pay him \$276 per share, he would refuse to come for the shares, would take his chance of recovering the difference—\$2,295—from a man he had great difficulty in getting \$100 from, and would actually write to the defendant a letter—the receipt of which was admitted—stating he had sold the shares, and claiming the difference.

but making no mention whatever of the man who was said to be waiting to pay him the money. The story, in fact, is ridiculous. And in addition to being discredited by their improbability the statements of two of the witnesses were rendered unreliable by their declaring—*one* that he saw Mr. Webber on the 1st November and the other that he consulted that solicitor in the first week of that month, the truth being that Mr. Webber at that time was in Shanghai and did not return to Hongkong till the 19th November. There was also the consideration, which had a little weight with his Lordship, that one of the 'chits' alleged to have been sent by the defendant to Mr. Sanson bore traces of the date having been altered. Altogether, the evidence for the defence was

not tainted and so suspicious that his Lordship could not do other than accept the second alternative. The Lordship said that he was of the two alternatives to have negotiations with the plaintiff, but that there was a wicked conspiracy against Brandt to make out that he was no one in a position to hold these shares and to deliver them on the 31st October. The plaintiff was dealing largely in "Chinese Segars" at the time in question. Mr Toogood, one of the brokers he employed, stated in a recent case that from the 15th June 1905 to the 31st Oct. Mr. Brandt had dealings with him to the extent of \$363,000 worth of which \$85,000 was cash; and we have the evidence of Mr Euker that Brandt always had to get from the plaintiff 25 shares he had to get from the plaintiff

off he obtained by an order on Mr. Tucker
China Sugars on the 31st October received
a drug on the market, and to prove that
any man in the position Mr Brandt was
then in would be so utterly foolish as
as refuse to tender shares on which he
could obtain a profit of \$2,225, and to
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Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MAHESKILLAS, AND PORTS
OF BRAZIL, AND LA PLATA.

AND

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 19th March,
S.S. OXUS, Commandant DELACROIX,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on the
18th March, 1890. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, March 6, 1890. 424

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OYEHAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be de-
parted for San Francisco, via Yokohama,
on TUESDAY, the 25th March, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Adelaide and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic Lines of Steamers.

First-class Fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 303.75
available for 6 months 325.00
To Liverpool 330.00
To London 330.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Freights will be received at the office until
6 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Company's Office,
No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, February 26, 1890. 380

CANADIAN PACIFIC STEAMSHIP
COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE.

VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA,
2,633 Tons Register, Captain
WILLIAMSON, will be despatched for VAN-
COUVER, B.O., and INLAND SEA-
KORE and YOKOHAMA, on THURSDAY,
the 3rd April, at Noon.

To be followed by the S.S. ABYSSINIA,
on the 24th April, and S.S. PANTHIA,
on the 15th May.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Ports, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic Lines of Steamers.

First-class Fares granted as follows:—
To Vancouver/Victoria (Mex.) \$210.00
To Montreal, New York, &c. 290.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the UNITED STATES,
should be sent to the Company's Office,
addressed to Mr. D. E. BRYANT, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 2nd April.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
6 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, March 6, 1890. 427

Insurances.

QUEEN FIRE INSURANCE COM-
PANY.

THE Underigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 16, 1887. 1340

THE INDIAN IMPERIAL MARINE
INSURANCE COMPANY, LIMITED.

THE Underigned having been appointed
Agents for the above Company, are
prepared to ACCEPT MARINE RISKS at
Current Rates.

GIDD, LIVINGSTON & Co.,
Agents.

Hongkong, November 4, 1889. 2113

Intimations.

JUST PUBLISHED—Price, 50 Cents.

MISSION ET RANGERS:
History of the Churches of India,
Burmah, Siam, China, Japan,
&c., &c.

TRANSLATED BY
E. H. PARKER, Esq.,
H.B.M.'s Consular Service.

To be had of Messrs. LANE, CRAWFORD
& Co.; Messrs. KELLY & WALSH (Ld.); and
Mr. W. DEWEY; and at the China Mail
Office.

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| SHARE LIST.—QUOTATIONS.—MARCH 11, 1900 | | | | |
|--|----------------|----------|----------------|--------------------------|
| Stocks. | No. of Shares. | Value. | Paid-up. | Closing Quotations Cash. |
| Hongkong and Shanghai Bank Corp. | 60,000 | \$ 125 | all | \$101 1/2 prem. |
| MARINE INSURANCES. | | | | |
| China Insurance Office Co., Ltd. | 10,000 | \$ 250 | \$ 50 | \$125, ex div. |
| China Traders' Insurance Co., Ltd. | 24,000 | \$ 83.33 | \$ 25 | \$71 |
| Chinese Insurance Co., Limited | 1,500 | \$ 1,000 | \$ 200 | \$100, nominal |
| North-China Insurance Co., Ltd. | 200 | \$ 200 | \$ 50 | \$75 |
| Straits Insurance Co., Ltd. | 30,000 | \$ 100 | \$ 20 | \$25 |
| Union Insurance Society Co., Ltd. | 10,000 | \$ 250 | \$ 25 | \$100 |
| Yangtze Insurance Association, Ltd. | 8,000 | \$ 25 | all | \$14.90 |
| FIRE INSURANCES. | | | | |
| China Fire Insurance Co., Ltd. | 20,000 | \$ 100 | \$ 20 | \$85, ex div. |
| Hongkong Fire Insurance Co., Ltd. | 6,000 | \$ 250 | \$ 50 | \$75, ex div. |
| Straits Fire Insurance Co., Ltd. | 20,000 | \$ 100 | \$ 20 | \$16 |
| VIRE AND MARINE INSURANCES. | | | | |
| Singapore Insurance Company, Ltd. | 40,000 | \$ 100 | \$ 20 | \$15, nom. |
| DOCKS. | | | | |
| H.K. & Whampoa Dock Co., Ltd. | 12,500 | \$ 125 | all | \$4 1/2 prem., ex div. |
| STEAMBOATS. | | | | |
| China and Malacca S. S. Co., Ltd. | 3,500 | \$ 50 | all | \$115 |
| Douglas Steamship Co., Limited | 20,000 | \$ 50 | all | \$65 |
| H.K. & M. S. S. S. Co., Ltd. | 20,000 | \$ 50 | all | \$64 |
| Indo-China S. S. Company, Limited | 60,000 | \$ 10 | all | \$16 1/2, dis., sellers |
| Steam Launch Company, Limited | 2,000 | \$ 50 | \$ 30 | per buyers |
| REFINERIES. | | | | |
| Obbia Sugar Company, Limited | 15,000 | \$ 100 | all | \$215 |
| Luzon Sugar Company, Limited | 7,000 | \$ 10 | all | \$73 |
| WRECKERS. | | | | |
| H.K. & Kow. Wharf & Godown Co. | 20,000 | \$ 50 | all | \$98 |
| LAND AND BUILDING. | | | | |
| Hongkong Land Investment and Agency Company, Limited | 60,000 | \$ 100 | \$ 50 | \$95 |
| Kowloon Land and Building Company, Limited | 6,000 | \$ 50 | \$ 30 | \$17, buyers |
| Peak Building Company, Limited | | | | \$ 710 |
| Richmond Terrace Building Co., Limited | | | | \$ 100 \$200 |
| Shanghai Land Company, Limited | 12,500 | \$ 50 | \$ 20 | \$14.24 |
| West Point Building Co., Limited | 12,500 | \$ 50 | \$ 20 | \$14.24 |
| TRAMWAYS. | | | | |
| H.K. High-Level Tramways Co., Ltd. | 1,200 | \$ 10 | \$ 5 | \$4 \$200 1/2 prem. |
| MINING. | | | | |
| Jelabu Mining & Trading Co., Ltd. | 4,500 | \$ 5 | all | \$5 |
| Punjab & Sindh Dugai Sarani Mining Co., Ltd. | 60,000 | \$ 10 | all | \$17 |
| Selama Tin Mining Company, Limited | 110,000 | \$ 5 | all | \$234 |
| Societe Francaise des Charbonnages du Tonkin | 8,000 | Fr. 50 | Fr. 50 | \$475 |
| PLANTING, ETC. | | | | |
| China-Borneo Company, Limited | 7,500 | \$ 100 | \$ 50 | \$145 nom. |
| Darvel Bay Trading Company, Ltd. | 4,000 | \$ 25 | \$ 5 | \$830 nom. |
| East Borneo Planting Co., Limited | 4,000 | \$ 50 | \$ 10 | \$10 nom. |
| Labak Planting Company, Limited | 5,000 | \$ 50 | \$ 10 | \$430 nom. |
| Song & Keph Planting Co., Ltd. | 5,000 | \$ 50 | \$ 10 | \$40 nom. |
| H. G. Brown & Co., Limited | 6,000 | \$ 50 | \$ 10 | \$40 nom. |
| The Lanang Planting Co., Limited | 6,000 | \$ 50 | \$ 10 | \$40 nom. |
| ROTELS, ETC. | | | | |
| Austin Arms Hotel and Building Company, Limited | 4,000 | \$ 50 | \$ 25 | \$12 1/2 |
| Hongkong Hotel Company, Ltd. | 3,000 | \$ 100 | all | \$200 |
| Peak Hotel & Trading Co., Limited | 4,000 | \$ 5 | all | \$125 |
| Borneo Hotel and Stores Co., Ltd. | 1,000 | \$ 50 | \$ 30 | \$32 nom., ex div. |
| DISPENSARIES. | | | | |
| A. S. Watson & Co., Limited | 60,000 | \$ 5 | all | \$22, cash |
| Crickshank & Co., Limited | 1,000 | \$ 5 | all | \$15, sellers |
| NEW SHARES. | | | | |
| H.K. and China Gas Co., Limited | 5,100 | \$ 10 | all | \$13, sellers |
| New Shares | 1,900 | \$ 10 | all | \$7.14 |
| Hongkong Electric Co., Limited | 30,000 | \$ 100 | \$ 65 | \$68, cash |
| BRICK AND CEMENT. | | | | |
| Green Island Cement Co., Ltd. | 20,000 | \$ 50 | \$ 40 | \$40, nom. |
| Hongkong Brick & Cement Co., Ltd. | 4,000 | \$ 25 | \$ 10 | \$17.50 \$13 |
| AGENTS. | | | | |
| A. G. Gordon & Co., Limited | 6,000 | \$ 25 | \$ 10 | \$20 \$20 |
| Campbell, Moore & Co., Limited | 1,200 | \$ 10 | all | \$11 |
| Geo. Fenwick & Co., Limited | 6,000 | \$ 25 | \$ 10 | \$20 \$20 |
| Hongkong Bazaar Company, Ltd. | 50 | \$ 10 | all | \$12, nominal |
| Hongkong Dairy Farm Co., Limited | 5 | \$ 10 | all | \$12, nominal |
| Hongkong Ice Company, Limited | 5,000 | \$ 25 | all | \$103 |
| H.K. Rope Manufacturing Co., Ltd. | 3,000 | \$ 40 | all | \$109 |
| Marinburg Furniture Co., Ltd. | 8,000 | \$ 25 | all | \$67 |
| LOANS. | Amount. | Value. | Interest. | Quotations. |
| Chinese Imperial 1894 | \$1,394,700.14 | \$700 | 3 1/2 p. annum | 3 1/2 prem., nominal |
| " " 1894 | \$1,594,700.14 | \$250 | 5 " " | 5 " prem. |
| " " 1895 | 707,900.14 | \$60 | 7 " " | 4 1/2 " prem. |
| DEBENTURES. | | | | |
| Hongkong Hotel Mortgage Debentures, 1895 | \$ 400,000.00 | \$500 | 5 1/2 " prem. | \$501 |